

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7027

月大廿五年元統宣

TUESDAY, JULY 13, 1909.

二拜禮

號三十月七英港香

\$16 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000  
RESERVE FUND \$15,000,000  
Sterling \$15,000,000 at 5/- per £1,000,000  
Silver \$14,500,000  
RESERVE LIABILITY OF PROP. £15,000,000

COURT OF DIRECTORS:  
Hon. Mr. W. J. Greson—Chairman.  
H. E. Tomkins, Esq.—Deputy Chairman.  
J. W. Bawden, Esq. J. B. Shillim, Esq.  
R. G. Barrett, Esq. R. Shaw, Esq.  
G. S. Gubbay, Esq. H. A. Siebs, Esq.  
W. Helm, Esq. H. A. W. Stade, Esq.  
O. R. Lehmann, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH  
MANAGER:

Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 3 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 4/- per cent. per annum.  
For 6 months, 5/- per cent. per annum.  
For 12 months, 6/- per cent. per annum.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 18th May, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.  
PAID-UP CAPITAL \$1,000,000  
RESERVE FUND \$1,075,000  
RESERVE LIABILITIES OF PROPRIETORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.

ON FIXED DEPOSITS for 12 months, 4/- per cent.

W. M. DICKSON,  
Manager.  
Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,350,000  
ABOUT MEX \$7,22,222  
RESERVE FUND GOLD \$1,350,000  
ABOUT MEX \$7,22,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THRENDHELD HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3/- per annum on daily balances and accepts Fixed Deposits at the following rates:—  
For 12 months 4/- per cent. per annum.

For 6 months 3/- per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,  
Manager.  
Hongkong, 8th April, 1909.

NEEDERLANDSche HANDEL MAATSCHAPPIJ.  
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).  
RESERVE FUND FL 5,752,884.84  
(about £49,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascoencaen, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Kota (Aceh), Bandjarmasih.

Correspondents at Macassar, Rombo, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED,  
On Current Account 5/- per annum on daily balance.

Fixed Deposits 6 months 4/- per annum.

Do. 12 months 5/- per annum.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 16th July 1909.

## Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP..... Von 24,000,000  
RESERVE FUNDS..... 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. CHEFOO.  
KOME. TIENSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHWANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTING.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 3 per cent.  
per annum on the Daily Balance.

On Fixed deposit:—

For 6 months..... 4% p.a.  
" 6 "..... 3 1/2 ".....  
" 3 "..... 2 1/2 ".....

TAKAO TAKAMISHI, Manager.

Hongkong, 1st July, 1909.

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HONGKONG SAVINGS BANK.

H 2 Business of the above Bank is conducted  
in the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1909.

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DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Tosis 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin. Calcutta. Hamburg. Haskow.  
Kobe. Pekin. Singapore. Trentin.  
Tainan. Teluktan. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warthaer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Sohne

Frankfurt a.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koch

Bayrische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

MERKLE, N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

laid on application. Every description of

Banking and Exchange business transacted.

A. KUHN,

Manager.

— Hongkong, 4th December, 1909.

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INTIMATIONS.

## THE SAVOY.

The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.

Monarch Shirts and Gentlemen's Underwear a speciality.

THE SAVOY.

Hongkong, 19th June, 1909.

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QUEEN'S ROAD.

18 QUEEN'S ROAD.

QUEEN'S

NOTES.

## NORDDEUTSCHER LLOYD.

BRUNN.

## IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO & BY
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" Capt. Randermann	THURSDAY, 15th July, 8 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Bissier	About WEDNESDAY, 14th July.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lebz	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORNFO" Capt. F. Semblin	TUESDAY, 13th July, 10 A.M.

For further particulars, apply to

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th July, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.FOR STEAMERS CAPTAINS TO SAIL ON  
SHANGHAI, KOBE, YOKOHAMA, ERNEST SIMONS ... Girard ... 19th July, P.M.  
MARSEILLES, VIA PORTS ... ARMAND BEHIC ... Lafont ... 10th July, 8 P.M.  
SHANGHAI, KOBE, YOKOHAMA ... TONKIN ... Charbonnel ... 2nd Aug., 8 P.M.  
MARSEILLES, VIA PORTS ... CALEDONIEN ... Garanova ... 3rd Aug., 8 P.M.

Transhipment on the Go. Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,  
AGENT,  
QUEEN'S BUILDINGS.

Hongkong, 13th July, 1909.

## MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton, opposite Shamian.

For further particulars, please apply to the COMPANY'S OFFICE at Shamian, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

EYES

RIGHT!!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF DAGUILLAR STREET AND QUEEN'S ROAD.WILL test your eyes free of charge, and if they are wrong will put them right.  
Leases Ground. All kinds of Optics. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Daguerreotype Sight,"—free.  
LONDON, SALUZZI, SHANGHAI,  
1, John Street, Bedford Row, W.C. 59, Beaufort Street. 106, Nanking Road.  
Battersea, 4th March, 1909.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK.

Docking Length ..... 515 ft.

Width of Entrance ... 80 "

Water on Blocks .... 28 "

## NO. 2 DOCK.

(IN COURSE OF CONSTRUCTION.)

Docking Length ..... 376 ft.

Width of Entrance ... 50 "

Water on Blocks .... 26 "

## NO. 3 DOCK.

(IN COURSE OF CONSTRUCTION.)

Docking Length ..... 481 ft.

Width of Entrance ... 63 "

Water on Blocks .... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebera, Scotts,  
Yokohama, April 28th, 1909.

A. 1, and Watkins.

## THE LOSS OF THE "CONDOR."

The New York Herald's correspondent at Victoria, British Columbia, reports the arrival of an English naturalist named Bonaventure Dale with tidings of the discovery, near Barclay Sound, Vancouver Island, of the submerged bulk of what he asserts is the ship-of-war Condor, which has been missing since 1901. He says he has communicated with the British Admiralty, and he declares that the evidences of identity seems incontrovertible.

The wreckage lies in comparatively shallow water, less than two miles off the coast. A few weeks ago a spar stamped with the Admiralty mark was visible floating on the surface, apparently attached to a wreck beneath. It was washed ashore almost in the same spot where a ship's spar marked Condor, together with a lifebuoy similarly stamped, was thrown up on the beach some months ago. At extreme low tide, according to half a dozen West Coast residents, the bulk is barely submerged.

If investigation corroborates Mr. Dale's story, the assemblage of over one hundred officers and men of the British Navy has been found. On the morning of December 3, 1901, the Condor, in company with his Majesty's ship Warspite, left Esquimalt, Vancouver Island. The former was bound for Honolulu and Tahiti, heavily laden with coal and carrying mails to isolated South Sea islands. During a storm outside the Straits, the ship parted company. The Condor was last seen labouring heavily and flying signals of distress by Captain Boyd, of the Bank Line steamer Symoric, who was then in command of the south-bound lumbership Springbank. He had all he could do to save his own vessel.

The Condor never reached Honolulu, and her fate has heretofore remained one of the mysteries of the deep. On the same night the steamer Malabar, bound from Nasima to San Francisco, was lost. Some people believe that the two vessels collided and sank. The Admiralty sent the warships Phaeton and Egeria in search of the Condor, while the United States Government contributed the revenue cutters Grant and McCulloch.

## A NET FULL OF SHARKS.

On the north coast of Trinidad, just across the mountain range behind Port of Spain, says a writer in the Field, lies the little bay called Saint d'Eau, after the waterfall which leaps down from the low surrounding cliff on to its shingly beach. The family of Tardieu, whalers, fishermen, and cocoa growers, own the bay, and have a fishing station there. Continuing, he remarks:—Charles Tardieu is my authority for the truth of the following account of a very curious fishing experience which befell him there one day last March. He and his crew of seven or eight men had spent ten days at Saint d'Eau watching for cavallo, which at this season are generally to be found on that coast in large numbers. But the sea was too rough for sealing, and no fish were seen during all that time.

On the morning, however, the bay was found to be full of sardine dore, or golden sardine, one of the favourite food fishes of the cavallo, the kingfish, and the shark, and although there was no sign of any larger fish, Tardieu resolved to shoot the net on the off chance of the fish being there, and deep down. The seine he used was nearly 400 yards long, and easily covers the whole of the bay, which is not more than 150 yards across. All went well until the net came inside the headlands of the bay, when the task of hauling it further inshore became gradually more and more difficult. Finally the net struck, not in one place, but all round its circumference, and could not possibly be drawn any further. Not one of the men, all of them experienced hands, could suggest a cause for the net's unprecedented behaviour till first one and then another, and then several sharks, jumped and slid over the corks and made off to the open sea. Then Tardieu saw what was the matter, shouted to the two men in the boat outside the seine to haul the net up and let the sharks go. They tried their best, but so great was the pressure inside that they could not move it from the bottom. They did not try long, however, for in a very short time the little bay was absolutely alive with sharks beating, jumping, thrashing in a frenzy of terror, and the two men were very glad to join their fellows ashore and watch the extraordinary sight of a seine full of sharks.

Over a hundred at the very least got away over the net. When the turmoil had quite subsided, and they were able to drag the net ashore, they landed 59 sharks, all entangled in the meshes and drowned, and in the net there were 73 holes from 2ft. to 5ft. in diameter, through each of which at least one shark had escaped. It took them three days and 16/16 worth of twine to mend that seine. Tardieu says that he has often in the old whaling days seen sharks eating whale. But he never saw anything like this before. He says he and his men were trembling as they watched from the safe vantage ground on the shore. The sharks were from 6ft. to 12ft. in length, and were all of a species common on this coast.

## NOTICE TO SUBSCRIBERS.

FROM, and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:

DAILY—\$6 per annum.

WEEKLY—\$1 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free, when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge.

On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue is to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE).

There will be no rebate to Missionary Subscribers for heretofore.

By Order,

THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 1st September, 1909.

## Intimations.

## THE HONGKONG ELECTRIC CO., LTD.

## NOTICE.

NOTICE is hereby given that THREE SHARE CERTIFICATES for the following Thirteen Shares Numbered 1/360—1726/17269, 1735/17359, 17719/17721, 1914/1915, 21937/21938 in the said company standing in the name of JOAO ANTONIO DA LUZ (deceased) have been LOST, and should the same not be produced within a fortnight a new Certificate for the same shares will be issued in favour of the said JOAO ANTONIO DA LUZ (deceased) and the original Certificates will be declared by the Company as null and void.

GIBB, LIVINGSTON & CO.,  
Agents,  
HONGKONG ELECTRIC CO., LTD.,  
Hongkong, 12th July, 1909. [530]

## HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on 1st July, 1909, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & CO., LTD.,  
General Managers,HONGKONG ICE CO., LTD.,  
Hongkong, 12th July, 1909. [532]

## JUST LANDED:

The well-known and famous brandy  
"BISQUIT DUBOUCHÉ  
& CO."Per Bot.  
XXX Very Old Fine ..... \$2.50  
V.O.C.B. Guaranteed 20 Years  
Old ..... 5.50  
ALSO  
QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,  
Sole Agent,  
Hongkong, 30th April, 1909. [50]FURNITURE WAREHOUSE  
LI KWONG LOONG & CO.,  
CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, re-opened their  
FURNITURE STORE  
at  
No. 30, DES VŒUX ROAD CENTRAL.  
The only shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.Have been patronised by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., Firms and other  
leading Establishments in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, &c., supplied.Messrs. A. S. Watson & Co., Ltd., write as  
follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex  
to our Dispensary, and gave us every satisfac-  
tion."(Sd) A. S. WATSON & CO.,  
25th May, 1891.ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st August, 1909. [44]

PARA VENDA.

GRANDE sortimento de LIVROS  
de MISSA em Portuguez, encader-  
nados em lindas capas de phantasia

e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,  
27, Des Vœux Road.  
Hongkong, 8 junho de 1909. [56]D. NOMA,  
PROFESSIONAL TATTOOER  
AND  
THE EXPERT REMOVER OF TATTOO  
MARKS,

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then  
H. R. H. The Duke of York, and having  
4,500 testimonials from all sources.My 34 years' experience in tattooing is a  
guarantee of good work and prompt execution.  
My colours are absolutely fast and perfectly  
harmless, and produce a charming effect not  
attained by any other. The composition is  
only known to me. In tattooing unlike some  
species of engraving, care must be taken in  
the work done to a perfect, high-tried  
manner. In order to take special precautions  
against possible dangers, I use fresh materials  
daily.The copying of Portraits with distinct  
features is especially difficult.

Hongkong, 1st September, 1909. [56]

## Intimation.

# Powell's

## Furnishing Department

is now replete with an entirely new collection of

## BEDROOM SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

**\$140 to \$325.**

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

## MODERN OFFICE FITTINGS

and have now in our showrooms, a selection of the newest styles in

## SECTIONAL BOOKCASES AND

## FILING CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

## POWELL'S

(FIRST FLOOR)

## ALEXANDRA BUILDINGS,

and

93. Queen's Road.

## Consignees.

S.S. "CALEDONIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. "Dordogne" and "Medea," from Havre ex S.S. "Dordogne," and from Bordure ex S.S. "Roy Lallier," in connection with above Steamers are hereby informed that their Goods, with the exception of Treasure are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before noon to-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 15th July, at noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognized.

All damaged packages will be examined on THURSDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,

Agent.

Hongkong, 8th July, 1900.

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"  
FROM ANTWERP, MIDDLESEBRO'  
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivered may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, and those will be examined on the 16th inst., at 3 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 9th July, 1900.

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## FROM EUROPE.

THE H. A. L. Steamship

"ANDALUSIA."

Captain Black, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th July, 1900.

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## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignee's risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 12th July, 1900.

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## AN APPEAL.

THE SUPERIORITY of the ITALIAN

CONVENT, CAINE ROAD, being most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desire to state that we will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Caps and Collars squared on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Mantillas can be supplied, if required.

The Superficies will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, as are taught by the Sisters.

Address: 14, A. H. HEWETT,

Superintendent.

Hongkong, 12th July, 1900.

[524]

## THE H. A. L. Steamship

"DELTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "Mantua."

From Australia, ex S.S. "Mooltan."

From Calcutta, ex S.S. "Nyassa."

From Persian Gulf, ex R.I.S.N. and R.I.S.C. P.S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary, before 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

Address: 14, A. H. HEWETT,

Superintendent.

Hongkong, 12th July, 1900.

[524]

## LAUNCH OF THE "CHO YUNG."

NEW UPPER YANGTZE SERVICE.

The *Standard Times* of the 7th inst., says: An important event took place at the Kiangnan Dock and Engineering Works yesterday afternoon when the twin screw steamer "Cho Yung" was launched. The ceremony was of a most successful nature, the vessel gliding down the ways and taking the water most smoothly. Mrs. R. B. Mauchan, the wife of the general superintendent of the Dock, performed the christening ceremony in a graceful manner, but unfortunately she was unable to break the bottle of champagne which was hung by yellow ribbons over the bows of the gaily decorated craft. As the vessel left the end of the platform on which were a number of invited guests, a brawny Chinese workman who was in the bows of the ship, however, made short work of the bottle of wine as he smashed it against the side of the moving vessel. The ceremony being concluded the company adjourned to a nearby building where tea and other refreshments were dispensed, after which Mr. Kwong Kwok, who, Director of the Company, proposed success to the "Cho Yung" and the Szechuan Steam Navigation Company, which was drunk most heartily.

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties within bad smell or taste whatever. It is palatable, as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flish, Throat and Lung Troubles, Nervous, Dyspepsia, Scrofulous Affections, Thinner and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle conviences. Sold by all chemists.

11

## CONSULAT DE FRANCE, HONGKONG.

WEDNESDAY Next, 14th of July, being the FRENCH NATIONAL FETE, the Consul for France will be pleased to receive at his official residence, 13 Peak Road, between 9:30 and 11 A.M., the members of the French Community and between 11 and 12:30 British officials and officers and his foreign colleagues.

Mr. GASTON LIEBERT will also be "AT HOME" between 4 and 7 P.M., for all residents of Hongkong who may wish to call on that occasion.

The Chancery of the Consulate (Prince's Building) will be closed all day on the 14th of July.

Hongkong, 10th July, 1900.

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## Intimations.

## A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties within bad smell or taste whatever. It is palatable, as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flish, Throat and Lung Troubles, Nervous, Dyspepsia, Scrofulous Affections, Thinner and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle conviences. Sold by all chemists.

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Hongkong, 10th July, 1900.

[524]

## Colonial Secretary's Department.

## No. 401. HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1900, for the purchase of the privileges known as the Opium Farm, granted under "The Prepared Opium Ordinances, 1891-1900," that is to say, the sole privilege of preparing Opium and of selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1900.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer, and the conditions of tendering and of grant have been published in *Government Gazette* as Notification No. 401 of the 2nd July, 1900.

A. M. THOMSON, Colonial Secretary.

2nd July, 1900.

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## COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of GOLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 6th January, 1900.

## Intimation.

A. S. WATSON & CO.,  
LIMITED  
ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCE THE  
GOVERNOR AND HOUSEHOLD.

Watson's  
HYGIENOL,  
AND  
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, make a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL  
DISINFECTANT AND  
GERMICIDE

Price per Pint..... 50 cents  
" " Gallon..... 5.00

A. S. WATSON & CO.  
LIMITED.  
HONGKONG DISPENSARY  
AND  
KOWLOON DISPENSARY.  
Hongkong, 17th March, 1909.

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the writer's name and address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION-RATES (IN ADVANCE)—  
DAILY—18¢ per annum.

WEEKLY—18¢ per annum.

The rates per quarter and per month, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post-subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post, an additional 18¢ per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 13, 1909

THE QUESTION OF INDUSTRIAL BANKS.

Many and varied reasons have been submitted from time to time in order to account for the depression in trade which is being experienced in Great Britain, although it is satisfactory to note that there has been a distinct revival lately and the prospects are less gloomy than they have been for some months. Tariff reformers maintain, of course, that it is all due to free trade, although it is curious to note that a like depression has been in existence in such firmly-established protectionist countries as America and Germany, while a recent report recorded the fact that in Austria the people being unable to afford the price of horse-flesh were reduced to the consumption of dog-flesh. The fact is that the whole world has been suffering from a general depression due to any number of causes and not to any particular circumstance. The latest argument—and it is certainly worth consideration for the loss of British prosperity is that it is due to the avarice of the banks and capitalists of England.

SINGAPORE-PENANG RAILWAY.

Although we have from time to time read accounts in the Straits papers of the celebrations in connection with the opening of the new Singapore-Penang railway we have always felt that these reports have been too vague to deal with. It is all very well to say that the railway was opened under auspicious circumstances, the train having only had to be stopped twice in order to extinguish flames which occurred in the coal-gear, and whose business energy is paralysed to evaporate without the slightest compunction.

Germany, and the absence of financial support to British firms desirous of tendering for work. That is a charge which applies to Hongkong with as much force as it does to England and we have frequently laboured the point. When His Excellency the Governor in one of his preliminary addresses after arriving in the Colony expressed his desire to see an advance in industrial enterprise so that in time Hongkong might not solely rely on her shipping trade, we represented the opinion that there was no lack of industrial enterprise or disinclination to enter the field of commercial development, but small companies were handicapped by the refusal of the Banks to advance credit except upon gilt-edged securities. That condition still prevails and much of the stagnation that exists in trade may be traced to that super-conservative and over-nervous policy which is followed by the Banks. It is related of British concerns that should a British company even in a British Colony be desirous of tendering for a public work that might put thousands of pounds into the British workman's and manufacturer's pockets, it is prevented from doing so for want of the necessary backing. Take the Germans on the other hand and observe the difference. Once it is shown by an industrial company that it has a good thing for Germans as a nation then commerce, banking and diplomacy join hands and the contract that might have gone to Great Britain goes to Germany. At least that is the contention of the *Singapore Free Press*, and as it has been stated over and over again it seems credible. Granted, says our contemporary, that Britain is being left behind in the commercial race—exaggeration may easily make these temporary defeats appear more serious than they really are—assuming, we say, that concessions have been wrested from us in China, Turkey and elsewhere; and that in our own colonies at our own very doorstep business is slipping away, what are alleged to be the causes of the decay of Britain's Trade? First, they say, that the unwritten law prevalent with us, that diplomats should not interfere with commerce, is in marked and disastrous contrast with the German Foreign Office policy, which has a competent commercial attack on the staff of each mission, whose duty it is to nose out business for his fellow-countrymen. Secondly, that German financial methods are more up to date, and that financial institutions on the one hand are in touch with diplomacy and on the other are prepared to run some risk with the German merchant or contractor, so long as the transaction can redound to the general credit of Germany. And, thirdly, that when the business goes to Germany, it is guarded from troublesome free competition by tariff laws. The charge is that Britishers work individually by and for themselves and without the co-operation of diplomacy, finance, and commerce. We have in Sir Alexander Hosie, a commercial attaché for China but the precise character of his work we have not yet been able to comprehend. He goes here and everywhere, with what result does not appear. To return: here is an instance we are asked to read, mark, learn and inwardly digest: The Victoria Falls Power Company invited the British public to provide some £900,000 for a big electric plant on the Rand. The British financiers did not respond. The Germans did, on the distinct understanding that the necessary plant, at a cost of a million, should be obtained from German manufacturers. The fundamental difference between the one method and the other, is that in one there is co-operation and co-operation; and in the other, individual and isolated action. The danger of the one is playing into the hands of trusts and association. The fault of the other is a lack of effective combination. Both get there some times, but it is claimed that the conservative British method of doing business does nothing but favour our trade rivals. The British banks are mainly banks of deposit. They receive money and lend it out, but are more concerned with the making of money on pure banking transactions, and are indifferent to the industrial application of their loans. They trust to the individual and not to the soundness of the business in which he is engaged. The German banks are more of the nature of industrial banks, and freely finance business propositions. London banking opinion naturally believes that our system is best. Of course the British system is the safer for the banks but it does not make for the welfare of the Empire. Still, after all, it is but breaking the wind to plead for some financial support being afforded the small trader, whose prophetic eye is allowed to dim and whose business energy is paralysed to evaporate without the slightest compunction.

Although we have from time to time read accounts in the Straits papers of the celebrations in connection with the opening of the new Singapore-Penang railway we have always felt that these reports have been too vague to deal with. It is all very well to say that the railway was opened under auspicious circumstances, the train having only had to be stopped twice in order to extinguish flames which occurred in the coal-gear, and whose business energy is paralysed to evaporate without the slightest compunction.

on fire. All railways are opened under the most favourable conditions, even if they have been the cause of endless bickerings while in process of construction. But what we want to obtain is some details in connection with the cost and building of the line, which has been in contemplation for the last twenty years. Once it was proposed to construct a canal through the Federated Malay States thereby saving two or three days on the journey to the Far East, but so long as the railway project was mooted the canal scheme was perforce kept in the background. Indeed the scheme was at its best rather an airy phantasy than anything else and it has been effectively quelled now that the Singapore-Penang railway has been completed. When we read in the *Straits Times* an article on the railway, in Johore with the sub-heading "Feats of engineering" we felt sure that at last we were to obtain a real insight into the difficulties which had been overcome by the engineers in charge and perhaps some idea of the cost of the line. We learn at the outset that the work of construction on the line was begun four years ago and that its total length is 122 miles 48 chains. As to the difficulties encountered we may quote our contemporary: "Close upon a hundred miles of the dense jungle wall in the line practically its whole length save where enterprising planters have put their axes to forest-trunks in order that Johore might take its place with other States in the great rubber industry of Malaya. The country is devoid of roads that can serve a useful purpose in the process of development, and it was in this respect that pioneers of construction work on the line found the greatest difficulty. From above Labis glimpses may be had of the old transport track which had to be built in order that materials might be taken to the scene of activity. It was made of wood and is now rapidly falling into decay. Added to these difficulties of transportation was the unhealthy character of the country consequent upon the opening up of new territory, and one might well apply to Johore the observations of a Tamil station master on the Gemas-Tampang section who, when the line was first opened, wrote in his official book: "Train arrived up to time; train left up to time. I thank God. May He help and preserve me in this awful country." For ourselves we do not see any evidence of engineering feats there, and the suggestion "awful country" so far as we can remember of the country is at least in the nature of hyperbole. As to the details of construction the sum total of our information practically amounts to this—work was begun at both ends and then as the rails were laid the line itself formed a feeder; three rivers were used for the carriage of railway goods and for a third of the line Australian jarrah wood was used. So far as we can find out there are no tunnels on the route, so that the engineers were spared the criticisms which have been so freely levelled at the Beacon Hill tunnel. But as we have shown there is little or no possibility of a comparison being made between the work on the Singapore-Penang line, and that on the Kowloon-Canton railway. No doubt the figures have appeared in the past and the statisticians are by this time wearied of the purely mathematical side of the business. A most interesting account of the opening ceremony is given by our contemporary, from which it appears that the line passes through a country which is already well developed agriculturally. Thousands of acres of land planted in rubber, tobacco and other tropical products were seen, while tinland is in the immediate neighbourhood. But apparently it is additional roads that are required to ensure the financial success of the line. Sir Frank Swettenham, in 1897, wrote: "Now that a railway has been constructed right through the heart of Johore and European planters have turned their attention to that State as a suitable field for the cultivation of rubber and other permanent products, Johore is offered a great opportunity of getting into line with its neighbours. Unless, however, efforts are made to develop the country and especially to feed the railway by good roads, the opportunity will be lost and the railway will fail to do for Johore what it has done with such splendid success for the Federated States every one of which was, 30 years ago, far more backward of Johore at the same time." These words are stated to be as true today as they were ten years ago, which we can quite believe. With regard to the passenger traffic, some dubiety seems to exist as to whether passengers from Europe are likely to land at Penang and make the journey overland to Singapore. From present appearances we should think that passengers would prefer to cover the last stage of the journey by boat. What the line will do is to open up the rich and fertile country of Johore and give the intermediate ports an opportunity of extending their energies. One of the largest areas of virgin land will be brought under the plough and the sickle, and a progressive State which is already a nominal protectorate of Great Britain will be led towards increased prosperity. We do not enter into the question of the importance of the line as a direct means of land communication with Siam, but that also is a feature of the enterprise which is of the greatest significance and one which may have the most far-reaching effects in the future.

## LOCAL AND GENERAL

THE English mail of the 12th June was delivered in London on the 13th inst.

GERMANY is trying acetylene shells for searchlights for naval purposes. The projectiles float for three hours.

THE Chancellor of the Exchequer has promised to reconsider the Budget proposals relating to public-house duties in Ireland.

THE Colonial Secretary has received a telegram, to the effect that Amoy should be declared infected by Hongkong.

DURING the visit of the press delegates to Sheffield they witnessed the making of a 120-ton gun at the works of Messrs. Vickers, Sons, and Maxim.

A TELEPHONE has been tested between Paris and Stockholm—a distance of 1,100 miles—via Copenhagen and Berlin, and the messages were perfectly audible.

WORK on the Georgian Bay Canal, Canada, has been stopped by the Dominion Premier, owing to the determination to complete the Grand Trunk Pacific Railway.

FOR entering the kitchen of 117, Queen's Road West last evening and removing therefrom a number of cooking utensils, a coolie, Wong Ming, was, in the Police Court, to-day, sentenced by Mr. Hazeland to three weeks' hard labour.

Mr. Slade—What is your salary a month?

Witness—\$50 a month.

Is it not a fact that you get \$50 a month simply for attending to fire insurance, and nothing else?—I got \$50 a month formerly for attending to marine insurance work, but latterly I have been put on fire insurance.

Is it not a fact that you guaranteed with Messrs. Sander, Wieler to bring in \$5,000 worth of insurance business a year, and that if you failed your salary would be reduced?—Yes, I was to bring in \$5,000 worth of fire insurance a year at \$50 a month and \$7,000 of marine insurance at another \$50 a month.

So your salary was \$100 a month?—Yes.

For how long were you getting \$100 a month?—For nearly twenty months, I won't be sure.

Were you not told that when the typhoon signals were hoisted you were not to receive applications for insurance?—The *signals* did not tell me so.

Did you hear something about that?—I did.

From whom?—The *comprador*.

And from whom does the *comprador* get his orders?—From the *Lipas*, I believe.

Do you speak English?—No.

How are the *Lipas*' orders conveyed to you?—By the *comprador* by letter.

So you clearly understood that when the typhoon signals were hoisted you were not to accept application for insurance?—Only when the black signals were hoisted.

Sir Henry Berkeley, reading from the *Government Gazette*, showed that at the time the witness accepted the application for insurance from the plaintiff, the black signals were not hoisted.

The witness had been in the application to the office at four o'clock in the afternoon, and it was not till six o'clock—two hours later—that the black signals went up. There could, therefore, be no question on that point, he remarked.

WHEN THE TRAILER IS LAID

"When he first went back to China to build this railroad he was blockaded on every side. Attempts were made to mob him. Landholders refused to sell land for a right-of-way. They claimed that the smoke from the locomotives would ruin the crops. Finally he got an interview with the viceroy of the Canton province, who was a progressive man and recognized the good that would come from such a railroad. The latter made Chin Gee Hee a magistrate and a law unto himself. He had the right to condemn land and to imprison any one who interfered with him. In fact, he was made all powerful, having power to imprison without invoking the aid of civil authorities.

"The capital for his railroad was raised by Hongkong and American Chinese. Chin Gee Hee supervised every bit of the work himself, from the preliminary surveys to grading the right-of-way and laying the rails. Later he designed the buildings and even superintended the erection of some of the cars in the company's own shop. No one other than a Chinaman had anything whatever to do with the railroad in any of its stages."

LAST RAIL IS LAID

"The last bit of rail was to be laid June 1. The road runs from Kung Yick on the Seine River, through the city of Sun Ning and the province of Canton to Sun Kup Hoi, on salt water, a distance of forty miles. It is a fine piece of roadbed and the equipment is all modern. Practically every piece of equipment used in the construction of this railroad was purchased in Seattle. Even the cars were built here. Some of the locomotives were purchased in Germany, because of the boycott on American goods at the time they were purchased. Chin Gee Hee has been a loyal to Seattle through and has given this city preference in all his purchases."

"ALTHOUGH THE RAILROAD WAS NOT QUITE COMPLETED WHEN I LEFT, IT WAS ALREADY PAYING ABOUT 10 PER CENT ON THE INVESTMENT. MOST OF THE REVENUE SEEMS TO BE FROM THE PASSENGER TRAFFIC, ALTHOUGH THE ROAD DOES A GOOD FREIGHT BUSINESS IN HAULING THE AGRICULTURAL PRODUCTS OF THE DISTRICT, ESPECIALLY RICE. THEY RUN THREE PASSENGER TRAINS EACH WAY A DAY, AND CHARGE 15 CENTS BETWEEN STATIONS, WHICH ARE ABOUT FIVE MILES APART."

"Chin Gee Hee is president of the road and Chin Lem is the general manager. Both have their headquarters in Sun Ning City, although Chin Gee Hee spends about half his time in Hongkong."

ENTERTAINING AT BANQUET

When Mr. Askenau arrived at Hongkong on the steamer *Minnow*, March 20, he was met by Chin Gee Hee and was the latter's guest for several days. That evening he was a guest of honour at a banquet given by Chin Gee Hee to thirty-five of the principal Chinese merchants of Hongkong and Canton.

"This was a splendid banquet," said Mr. Askenau. "We sat down to it at 7 p.m. and were seated until 11.30 a.m. Chin Gee Hee, while not of the nobility of China, now ranks high, and is always accompanied by a guard of soldiers detailed from the Imperial Chinese army. At this banquet was another former Seattle resident, Low Kleg, formerly a merchant on Third Avenue and who is now manager of the Yes Shing bank at Hongkong."

"The next day we went by boat across the bay and up the river to Kung Yick, one of the terminals of the road. From there we travelled over the road and spent some time at Sun Ning City, his present home. The whole province is densely populated and in a high state of cultivation. I was also the guest at another banquet there."

"Chin Gee Hee is now planning to build an additional 300 miles of railroad. His son, Chin Lem, however, told me that he was anxious to get back to Seattle," Seattle Post.

LEGISLATIVE COUNCIL

A meeting of the Legislative Council will be held on Thursday at 2.30 p.m. Following is the business:

Financial Business. (Nos. 31 and 32.)

Report of the Finance Committee. (No. 10.)

Third reading of the Bill entitled An Ordinance to amend the Companies (Local Registration) Ordinance, 1907.

Committee on the Bill entitled An Ordinance to regulate the construction and management of railways.

Committee on the Bill entitled An Ordinance to amend the Patents Ordinance, 1907.

W.B.—A meeting of the Finance Committee will be held immediately after the Council.

## Hongkong Banks.

## HALF-YEARLY DIVIDEND.

## TWO POUNDS PER SHARE.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £2 per share.

Add to the Reserve Fund \$750,000.

And carry forward about \$2,000,000.

## THE SURNING RAILWAY.

## M. CHIN GEE HEE'S ACHIEVEMENTS

Chin Gee Hee, a well-known Seattle Chinaman, who returned to China a few years ago to build the Sun Ning railroad, has been decorated by the Chinese Emperor with the Order of the Third Degree for building the first railroad in China without assistance from any foreigner.

R. V. Ankney, cashier of the Puget Sound National bank, returned on the steamer *Minnow* from a trip to China, where he was the guest of Chin Gee Hee at both Hongkong and at his home at Sun Ning. Chin Lem, a son of Chin Gee Hee, was the first Chinaman in Seattle to become a citizen of the United States. He is now with his father in China and is general manager of the railroad, but expects to return to Seattle within a short time. A nephew of the railroad builder, Chin Keay, is manager of the Quong-Tuck Company, of which Chin Gee Hee is a heavy stockholder.

"Chin Gee Hee has made a wonderful success of it," said R.

## Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

## THE WAIWUPU.

DENOUNCED BY CENSORS.

[By courtesy of the "Sheung Po".]

Peking, 12th July.

The Censors have denounced the members of the Waiwupu for being in sympathy with foreigners.

## CHIBLI OFFICIALS.

DENOUNCED BY NA TUNG.

[By courtesy of the "Sheung Po".]

Peking, 12th July.

Acting Viceroy Na Tung has denounced several Taotai in the Chibli Province to the great joy of the gentry and people.

## STUDENTS FOR AMERICA.

SELECTION TO BE MADE.

[By courtesy of the "Sheung Po".]

Peking, 12th July.

The Waiwupu submitted a memorial on the 10th inst. wherein it is stated that, in the coming autumn, the Ministry will, in conjunction with the Board of Education, select and send students to America.

## TIBET.

PROMOTING INDUSTRIES.

[By courtesy of the "Sheung Po".]

Peking, 12th July.

The Ambans of Tibet—Lin, Wan and Chiu—have submitted a joint memorial urging that Wu Kwok-lim and Cheung Yuk-nam be recalled to China for the purpose of devising means to promote industries in Tibet.

An Imperial decree has been issued sanctioning this recommendation.

## TUAN FANG.

DEPARTURE FOR PEKING.

[By courtesy of the "Sheung Po".]

Peking, 12th July.

It is reported that Viceroy Tuan Fang will start for Peking on the 15th inst.; but he has not made up his mind whether he will travel via Hankow or Shanghai.

## BOARD OF EDUCATION.

PRESIDENT'S CONTEMPLATED RESIGNATION.

[By courtesy of the "Sheung Po".]

Peking, 12th July.

The President of the Board of Education was to have resigned, but owing to the Prince Regent's persuasion he was induced to cancel his leave of absence and has since resumed his duties.

## GOVERNOR OF SHANTUNG.

ARRIVAL AT TIENSIN.

[By courtesy of the "Sheung Po".]

Peking, 12th July.

The new Governor of Shantung has already arrived at Tientsin on his way to Shantung.

## SHANGHAI TAOTAI.

INVESTIGATION IN ABEYANCE.

[By courtesy of the "Sheung Po".]

Peking, 12th July.

Viceroy Tuan Fang has not yet reported on the allegations preferred against Tsai Nai-huang, the Shanghai Taotai.

He has left the matter to be dealt with by his successor, Viceroy Chang Jen-chun.

GRAND Conciliator Na Tung recently made a suggestion to the effect that as the lotteries in the various provinces are forms of gambling and violate strict moral principles, these should be prohibited by the Government.

HONGKONG, CANTON & MACAO STREAMBOAT CO., LTD.

## HALF-YEAR'S PROFITS.

Subject to audit the Directors will recommend the following appropriation of profits at the half-yearly meeting to be held on the 10th inst. Dividend of 1.25 per share—\$100,000; Write off book value of steamers, wharves and properties \$30,000; Transfer to Depreciation and Insurance Fund \$10,000; Transfer to Special Repair Fund \$10,000 and carry forward \$1,170 to New Account.

## TYphoon Coming.

The following telegrams were received from the Manila Observatory at the American Consulate General:—

13th July, 9.50 a.m.

9 a.m. Cyclone or typhoon East of Northern Luzon less than 300 miles distant, moving N.W.

1 p.m.

Noon. Cyclone or typhoon crossing Northern Luzon. Moving W.N.W. or N.W.

## GROCER'S SHOP RANSACKED.

CHINESE "BRAVE" SHOT DEAD NEAR SAMCHUN.

Another rendition case—the second this week—was heard in the Police Court; this afternoon, before Mr. F. A. Hazlitt, when a shoemaker named Lo Shan was charged with the commission of murder and armed robbery at Samchun, Chinese territory, on the night of 17th May, 1909. Mr. H. L. Denys, of the Crown Solicitor's office, appeared for the prosecution. The defendant pleaded not guilty and was unsworn. In this case, it will be remembered, a ring of between twenty and thirty men, including the defendant, it is alleged, forced an entrance into the Tung Fu grocer shop, in the Sun On district, on the night in question. They terrorized the shopkeeper and his *Yokis* with their revolvers and, after ill-treating them, ransacked the premises. The alarm was given as the robbers were leaving the premises, when they came into conflict with a number of "braves" who came to the rescue. A fight followed, with the result that one of the soldiers was shot dead. The robbers then decamped. The accused was traced to Hongkong and located in Market Street, Hunghom, and arrested.

The case was adjourned, after evidence was taken.

## CANTON DAY BY DAY.

SHUFFLING OF OFFICIAL APPOINTMENTS.

[From Our Own Correspondent.]

Canton, 12th July.

H.E. Wu Seung Lum took over the seal of office yesterday at 1 p.m. in the afternoon as Acting Viceroy of the Liang Kwang provinces from H.E. Chang Jen Chun. Both the Acting Provincial Treasurer Shun Tsang Tung and the Acting Provincial Educational Commissioner Cheung Sik Fan assumed charge of their respective offices on the same day at 8 a.m. in the morning.

## AN ALLEGED AVIATOR.

A certain person named Yu Chik Hing, who has lately returned to China from foreign countries, has now submitted through Mr. Ya Kin Yiu to the Taotai for the Development of Native Industries a petition informing him that he has prepared methods for building an airship, a plan of which has been forwarded to the Taotai for his examination. In reply the Taotai asked the petitioner to first build a machine with a view to conducting a trial at his own cost, and, if the test turns out satisfactory, the investor will be recommended to the Government.

## MINISTER TO BELGIUM.

H.E. Yeung Shu, the Chinese Minister-elect to Belgium, arrived here from Hongkong yesterday on a short visit before proceeding to Europe to take up his new appointment.

## Macao's Delimitation.

## CHINESE COMMISSIONER'S RETURN.

## COMMENCEMENT OF DELIBERATIONS IN SIGHT.

In accordance with his arrangements H. E. Ko Yu-him, the special Chinese Commissioner for the delimitation of Macao, arrived in the Colony from Canton last night by the French steamer *Paul Beau*. His Excellency is accompanied by his suite.

The deliberations of the Commission were unavoidably delayed owing to the Chinese Commissioner's ceremonial visit to Canton to tender congratulations to Viceroy Chang Jen-chun on the latter's promotion to the Liang Kiang Vice-royalty. Just when the final sitting of the Commission will be held, it has not yet been decided; it is a fair presumption that it will not be long before the respective delegates meet in solemn conclave in order to reach a solution of the vexed problem, to the mutual satisfaction of the two nations that have lived in perfect amity for over three centuries.

This afternoon Senator D. Gianni, Assistant Portuguese Commissioner, called on H. E. Ko Yu-him at the latter's residence in "Glacey" buildings.

## LOSS TO THE POLICE.

## DEATH OF POOR OLD "LIGHTNING."

Poor, old "Lightning," the favourite of the officers of the Central Police Station, is dead, and his loss is felt by those with whom he had associated for a good many years. "Lightning," the charge-room cat, was loved by all. A number of years, about fourteen years ago, "Lightning" first saw the light of day in the charge-room at headquarters, and since that day he has been a faithful servant; and many of those to whom he had taken a dislike know the power of "Lightning's" claws. He was, so to speak, the watchman of the charge-room.

A few days ago the poor beast disappeared, after having his morning meal. A diligent search was made for him, but without any success. Then somebody suggested yesterday that he might be found under the flooring of the charge-room, as one of the planks had been renewed a few days previously. And true enough "Lightning" was there—lying stiff and cold. The presumption is that "Lightning" had eaten something which had disagreed with him, and, knowing the end was near, went to rest, after a long trice, in the charge-room—the place where he was born. To show the affection which the police had for him they had his remains sent to be cremated, the ashes being buried later in the compound of the station.

## OPIUM SMUGGLING.

## ALLEGED BRIBERY OF CUSTOMS OFFICERS.

A Melbourne despatch of 18th ult. says:—Summons have been served on several persons, charging them with having attempted to bribe Custom officers to neglect their duty, to prevent opium being landed from the s.s. *Chang-ka*.

It will be remembered that certain Customs officers stated that an attempt was made several weeks ago by two or more individuals to bribe them to allow parcels of opium to be secretly landed when the *Chang-ka* was last in Melbourne.

Particulars of the statements made by the officers were forwarded by the Victorian Collector (Mr. Smart) to the Central Customs Administrator—an unsuccessful raid had been made on the *Chang-ka*—and then the Law Department investigated the circumstances, and as the result of the inquiry to-day, action was taken by the Commonwealth Crown Solicitor, on the instruction of the Minister for Customs.

## COMMERCIAL.

3:30 p.m.

Following are further alterations in Messrs. E. S. Kadoorie & Co.'s share list to-day:—

Shanghai Docks..... 74 1/2 b.

Hongkew Wharfs..... 154 1/2

EWOS..... 153 b.

Langkats..... 1,030 1/2

Sumatras..... 173 1/2

3:30 p.m.

The bursting of an ammonia pipe on June 7 in the China's refrigerating apparatus filled the liner's staterooms with the pungent gas and caused a panic among the passengers, some of whom were rendered unconscious and were saved from fatal asphyxiation only by the promptness with which they were dragged into the fresh air. The liner arrived at San Francisco on June 8.

The accident occurred about 8 o'clock. The China had so many passengers on board that the breakfast was served in two sections, and it was during the time allotted to breakfast that the ammonia pipe burst. From one room a woman, unconscious, and three screaming children were dragged, and by the time they reached the saloon entrance pandemonium had broken loose there. The rush of vapour filled the big dining hall, and table manners were forgotten in the companionway leading to the upper deck.

While the breakfast party was climbing to the fresh air, the ship's officers were dragging women and children from the staterooms and helping them on deck, where, in record time, the whole company of passengers was soon mustered.

Meanwhile, the engineers had shut off the flow of ammonia, and by 9 o'clock the air in the saloon was sufficiently cleared for those who felt like it to resume the suddenly abated breakfast.

## China and Australia.

## SWEEPING AWAY MISUNDERSTANDINGS.

## "PEACE AND GOODWILL."

## CONSUL-GENERAL IN SYDNEY.

The first Chinese Consul-General for Australia (Mr. Lian Lan Hau) arrived in Sydney on 26th ult. from Melbourne. The express was met at Stratford by Mr. Tong Chai Chih (editor of the *Tung Wah Times*) and Rev. Young Hui, who gave the Consul an advance welcome—just a foretaste of what awaited him at the Central station.

When the express drew up at the terminus there were fully 200 leading Chinese residents on the platform, including Mr. Ping Nam (president of the Chinese Merchants' Society), Mr. Leo Fook (manager of the *Tung Wah Times*) Messrs. Chay Hing, See War, John Hoe, and Chiu See. Upon alighting from the car, three lusty cheers for the Consul-General were given at the instance of Mr. T. J. Law, the honorary secretary of the Chinese Merchants' Society. The Consul-General was then driven to the offices of the Chinese Merchants' Society (*Tung Wah Times* chambers), where an address of welcome was read by Mr. Ping Nam, on behalf of the merchants and Chinese community.

The address set out that the Chinese realised that it was the nation's good fortune to be governed at present by the Regent, Prince Chun, who had the true welfare of his people at heart. Reports of his affability, dignity and courtesy had reached all subjects of China resident in Australia, and they had every confidence that he would carry out the duties and responsibilities attaching to the governance of the mighty empire of China in a manner that would meet with the approval of the people.

"We are extremely pleased to think," the address went on, "that our claim to have a Consul-General stationed in the Commonwealth has been recognised by the central Government. Such recognition will increase our patriotism and devotion to our native land."

It was pointed out to the Consul-General that during his stay in Australia he might be called upon to handle questions that required much tact, in this respect the Chinese in Australia wanted to make his task as light as possible, and not to place him in any embarrassing position.

Therefore, the Consul could rest assured that any suggestion coming from him for their betterment would always receive their most earnest attention. It was trusted that the Consul-General's presence in Australia would be the means of sweeping away the misunderstandings that now existed, and that in the future the relationship between China and Australia (the oldest and youngest nations in the world) would be based on peace and goodwill.

The Consul-General, replying, said it was gratifying to him, as representative of the Empire of China, to hear their sentiment of loyalty towards the land of their birth. This was as they were aware, the first year of the reign of Emperor, Hsuan Tung. Mr. Liang was pleased that there was every indication of a peaceful era before them. The present Regent, as representing the new regime, had already shown himself a strong combination of intelligence and energy, which stood as a sufficient guarantee for the prosperous career of the nation. Before long they would have the pleasure of seeing the inauguration of compulsory education in the land of their birth. Corruption in official circles was now yielding to a more honest and progressive administration under the strong hand of the Regent. The problem of finance was also receiving due consideration by the Government, while the reform in currency had also made substantial progress.

The Regent was most active in the preparation of forms for the establishment of Constitutional Government, and the re-organisation of the post-office. The army and navy were also matters which claimed his attention. While rejoicing at the inauguration of the new order of things, it must not be forgotten, the Consul-General said, that after all, the ultimate success of these schemes must rest upon themselves. This was a critical time for their Empire, and the destiny of the nation was in their own hands. With opportunity before them, and the tremendous responsibility upon them, it behoved them as a people to see that their cherished dreams were not turned into failure by indifference and selfishness, but rather that by general co-operation and a true spirit of altruism they might help to further their national well-being and elevate their nation to the pinnacle of strength and prosperity.

The Consul-General, who is a mandarin of the second degree, and in his 38th year, was educated at Queen's College, Hongkong, and he was also a tutor at the same Academy. In 1899 he joined the teaching staff of the Tientsin University, but owing to the Boxer War, in 1900, he went back to Hongkong, which he left in the following year for Shanghai, where he joined the Treaty Revision Court. Mr. Liang was also connected with the administration of the Imperial railways. At the beginning of 1905 he was transferred to the province of Kwang-Tung, as a member of the Board of Foreign Affairs. After three years' service in this capacity, Mr. Liang was appointed to the post of Consul-General for Australia.

## MASS MEETING IN MASONIC-HALL.

A mass meeting of Chinese residents was held in the Masonic-hall in the evening, under the presidency of Mr. Ping Nam. The Consul-General took the opportunity of addressing his countrymen on matters of national interest. "When I walk along the street with two others they will serve me as my teachers. As to their good qualities, I will select them and follow them, but as to their bad qualities I will avoid them." Mr. Liang asked his fellow-countrymen to accept this teaching, and avoid all the temptation to which they might be prone or subjected. They would then command the respect and esteem of their fellow-men, and be a credit to the land of their adoption, as well as bringing honour to the land from whence they sprang.

## To-day's Advertisements.

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

"JAPAN".

Capt. J. G. Ollett, will be despatched for the above Ports on SATURDAY, the 17th instant, at Noon.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED

Agents.

Hongkong, 13th July,

## Shipping Steamers.

## CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.

## "EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 11 DAYS HONGKONG to VANCOUVER.

SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong. From Quebec.

"MONTEAGLE"

WEDNESDAY, JULY 14TH.

"EMPEROR OF INDIA"

SATURDAY, JULY 24TH.

"EMPEROR OF JAPAN"

SATURDAY, AUG. 14TH.

"EMPEROR OF CHINA"

SATURDAY, SEPT. 4TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail-Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON: 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) .... 71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Oceania Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port .... 43.

Via New York .... 45.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—

W. G. T. JARDINE & CO., General Agents.

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On SHANGHAI VIA NINGPO "CHOYANG" .... THURSDAY, 15th July, Noon. YUEN-SANG" .... FRIDAY, 16th July, 4 P.M. SHANGHAI "HANGSANG" .... SATURDAY, 17th July, Noon. BOPSANG" .... SATURDAY, 17th July, 4 P.M. SPORE, SAMARANG & SOUABAYA, ONSANG" .... SATURDAY, 17th June, 4 P.M. TIENSIN, WEIHTAIWEI & COO, CHEONGSHING" .... TUESDAY, 20th July, 4 P.M. MANILA "LUONG-SANG" .... FRIDAY, 23rd July, 4 P.M. SHANGHAI, YOKOHAMA, KOBE "KUTSANG" .... FRIDAY, 30th July, Noon. & MOJI "FAKHO" .... TUESDAY, 3rd Aug., Noon. S'GAPORE, PENANG & CALCUTTA, NAMSANG" .... TUESDAY, 3rd Aug., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamer "Kutang", "Nansang" and "Yokohama" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chedoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Telephone No. 61. Hongkong, 13th July, 1909.

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## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. TO SAIL.

SWATOW, WEIHAIWEI, CHEFOO & "KUEIHOW" .... 14th July, Noon. TIEN SIN" .... 15th " 4 P.M. SHANGHAI, CHEFOO & NEWCHWANG "NANCHANG" .... 17th " " NINGPO & SHANGHAI "PAKHO" .... 17th " " SHANGHAI "LIMAN" .... 18th " Daylight. MANILA, ZAMBOANGA and USUAL "TAIYUAN" .... 19th " 4 P.M. MANILA "TEAN" .... 20th " 3 P.M. SHANGHAI "CHINHUA" .... 22nd " 4 P.M. SHANGHAI "CHENAN" .... 25th " Daylight. MANILA "TAMING" .... 27th " 3 P.M. Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinhu) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIBRE, AGENTS.

Telephone No. 56. Hongkong, 13th July, 1909.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon apartments—Electric Light—Perfect Casino—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
CAIRO	1540	R. Rodger	MANILA	SATURDAY, 13th July, at Noon.
RUBI	1540	R. W. Almond	MANILA	SATURDAY, 24th July, at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & CO., LTD., GENERAL MANAGERS.

Telephone No. 105. Hongkong, 13th July, 1909.

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## Shipping Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU ..... 5,000 tons gross. Sail 30th Aug., 1909, at Noon. S.S. HONGKONG MARU ..... 6,000 " 26th Oct., 1909, at Noon. S.S. MANSU MARU ..... 5,000 " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSDA,

Manager,

TOYO KISEN KAISHA, York Building.

Hongkong, 28th June, 1909.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



## STEAM.

FOR

STRaits, GELON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL AMERI-

CAS and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"

Captain B. W. H. Snow, carrying His Ma-

jesty's Mail, will be despatched from this

for BOMBAY, &c., on SATURDAY, the 24th

July, at Noon, taking Passengers and Cargo

for the above Ports in connection with the

Company's S.S. "Moldavia," 9,500 tons, from

Colombo. Passengers' accommodation is which

vessel is secured before departure from Hong-

kong.

Gold and Valuables, all Cargo for France,

and Tea for London (under arrangement)

will be transhipped at Colombo into the

Ma... steamer proceeding direct to Marseilles

and London, other Cargo for London, &c., will

be forwarded from Bombay by the R.M.S.

"Arabia," due in London on 5th September, 1909.

Parcels will be received at this Office until

4 P.M. the day before sailing. The Contents

and Value of all Packages are required.

For further Particulars, apply to

E. A. H. KIRKETT,

Superintendent.

Hongkong, 10th July, 1909.

[4]

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched from

WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

B.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 29th June, 1909.

[51]

THE Steamship

"EASTERNA,"

Captain McArthur, will be despatched from

WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

B.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

Doctor and Stewardess are carried.</p

## COMMERCIAL

TO-DAY'S EXCHANGE  
SELLING.

London—Bank T.T.	184
Do, demand	184
Do, 4 months' sight	184
France—Bank T.T.	184
America—Bank T.T.	42
Germany—Bank T.T.	178
India T.T.	13
Do, demand	234
Shanghai—Bank T.T.	74
Singapore—Bank T.T. per H.K. Stock	74
Japan—Bank T.T.	84
J. &—Bank T.T.	244

## Buying

4 months' sight L.O.	10/5/16
6 months' sight L.O.	10/5/16
10 days' sight San Francisco & New York	43
4 months' sight do	44
10 days' sight Sydney & Melbourne	10/9/16
4 months' sight France	22/3
6 months' sight Germany	18/2
Bar Silver	23
Bank of England rate	28%
Sovereign	71.38

## SHIPPING AND MAIIS

## MAILS DUE

German (*Prinz Ludwig*) 14th inst.  
India (*Gregory Astar*) 15th inst.  
American (*Catina*) 15th inst., 2 p.m.  
Canadian (*Empress of India*) 15th inst.

The P. M. S. S. Co.'s s.s. *China* will arrive at this port on 15th inst., at 2 p.m.

The C. N. Co.'s s.s. *Sungkong* left Hongkong on 13th inst., and is due here on 14th inst.

The C. N. Co.'s s.s. *Aldersham* left Sydney on 10th inst., for this port, via Queensland ports, and Manila.

The P. M. S. S. Co.'s s.s. *Manchuria* sailed from Yokohama yesterday, and is due to arrive at this port on 23rd inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 9 p.m., on 12th inst., and left again at 5 a.m., Tuesday for Hongkong, where she is due to arrive at 3 p.m., on 13th inst.

The Silker R. M. S. *Empress of Japan*, which left Hongkong on the 12th inst., and Yokohama on the 20th ult., arrived in New York on 11th inst., thus making a transit of 29 days from Hongkong and 10 days from Yokohama.

## TEN WATERS

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 12th at 12.20 p.m.—Signals lowered.

On the 13th at 11.55 a.m.—The barometer has fallen quickly in N. Luzon owing to the approach of a typhoon from the Pacific. The disturbance appears to be moving towards W. N. W. at present and threatens the northern shores of the China Sea within two days.

The recent depression has disappeared to the North of Tongking and the barometer has risen moderately over that area and along the S. coast of China.

Pressure has decreased slightly and is low over the N.E. coast of China. It has increased over the E. coast and in Japan, the high area remaining central over the Pacific to the E. and S.E. of the latter.

The wind will back to the N.E. and freshen. in the Formosa Channel, and rough weather will probably set in over the N.E. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.05 inches.

FORECAST:

1.—Hongkong and Neighbourhood, S.E. to E. winds, moderate; showery.

2.—Formosa Channel, S.E. winds, freshening.

3.—South coast of China between Hongkong and Lamock, E. to N.E. winds, moderate or fresh.

4.—South coast of China between Hongkong and Hainan, S.E. winds, moderate.

## Shipping

## Arrivals

Yuensang, Br. s.s. 1,128, P. H. Rolfe, 13th July.—Manila 10th July, Gen.—J. M. & Co.

Childer, Nor. s.s. 1,102, H. Nielsen, 12th July.—Bangkok via Swatow 3rd July, Gen.—Kia Tye Long.

Andalusia, Ger. s.s. 4,500, Block, 17th July.—Singapore 7th July, Gen.—H. A. L.

Telamon, Br. s.s. 2,842, T. H. Collister, 12th July.—Liverpool 6th June, and Singapore 7th July, Gen.—H. & S.

Talyuan, Br. s.s. 1,459, L. Dawson, 12th July.—Melbourne and Ports 14th June, Gen.—B. & S.

Hopson, Br. s.s. 1,350, J. M. Hay, 12th July.—Hongkong 9th July, Coal.—J. M. & Co.

Onzang, Br. s.s. 1,787, E. S. Wooley, 12th July.—Java 3rd July, Sugar.—J. M. & Co.

Saint Patrick, Br. s.s. 2,693, J. Foray, 13th July.—Keelung 11th July, Gen.—S. T. & Co.

Choyang, Br. s.s. 1,424, McGuffin, 13th July.—Shanghai 4th July, and Swatow 12th, Gen.—J. M. & Co.

Hallois, Dut. s.s. 1,047, M. Van Trigt, 13th July.—from Palembang, Kerosene Oil.—A. P. & Co.

Clearances at the Harbour Office.

Hatching, for Amoy.

Veloro Maru, for Singapore.

Tawing, for Manila.

Balyang, for Swatow.

Foek, for Cebu.

Michael Jason, for Hoikow.

Borneo, for Kudat.

Hongkong, for Hoikow.

Baltic, for Amoy.

Leisong, for Singapore.

Hatching, for Kwang-chow-wan.

## Departures

July 13.

Hatching for Coast Ports.

Hatyang, for Swatow.

Asiatic, for Canton.

Taming, for Manila.

Carmarouth for Shanghai.

Hongkong, via Hongkong.

Veloro Maru, for Hongkong.

Leisong, for Calcutta.

Michael Jason, for Hongkong.

Hatching, for Kowloon.

Veloro Maru, for Hongkong.

Leisong, for Calcutta.

Michael Jason, for Hongkong.

Deuvalon, for Singapore.

Yetero Maru, for Singapore.

Rajah, for Rajah.

Tashun, for Shanghai.

Bojalo, for Manila.

Passengers arrived.

Per Andalucia, from Singapore—Mr. Eeffe.

Per Telamon, from Singapore—31 Chinese.

Per Yuensang, from Manila—Messrs. E.

Ringshot, F. S. Strong, E. Moller, C. L. Turner, J.

L. Ball, Mr. and Mrs. F. E. Burgess, Mrs. E.

Thompson, Mr. and Mrs. W. S. Davies, and child, Misses Holly, Ross, Mrs. Herbert, Major, and Mrs. G. A. Skinner and 3 children; Mrs. E.

Golding, Mrs. B. Palmer and child.

Per Zefiro, from Manila—Messrs. S. C.

Lan, M. A. Clarke, S. C. Salmon, F.

Broadhead, Lieut. G. W. Castle, Messrs. J.

Presig, D. W. Rose, J. J. McDonough, J.

Rafter, T. Reid, W. B. Burt, W. Izzy, Capt.

E. H. Ellis, Mr. J. Smith, Mrs. L. Lindsay,

Mrs. I. Willard, Mrs. V. Russell, Mrs.

Monroe, Misses S. Maple, L. Stewart, Mrs. E.

Stafford, Mrs. Icart, Major and Mrs. Full, and

7 Chinese.

Per Choyang, from Shanghai, &c.—Mr.

Dobinson, and 82 Chinese.

Per Talyuan, from Australian Ports—Messrs.

Scott, Thompson, Linstead, Mitchell, Brooks,

Blechynden, Pacific, Smith, Mrs. G. M. Ventilis,

Mines Lee, 26 Chinese, and 2 Japanese.

Shipping Report.

Str. Saint Patrick, from Keelung—Fine

weather.

Str. Hop Sang, from Hongkong—Fresh S.W.

wind and swell.

Str. On Sang, from Java—Moderate to fresh:

S.W. monsoon.

Str. Choyang, from Shanghai, &c.—Moderate

weather showery.

VESSELS IN PORT.

## STRANGERS.

Aki Maru, Jap. s.s. 3,005, K. Sato, 10th July.

Seattle via Japan 8th June, and Shanghai

6th July, Coal and Gen.—N. Y. K.

Banu Maru, Jap. s.s. 3,100, Yatayonog, 10th

July—Moj 4th July, Coal.—M. B. K.

Borneo, Ger. s.s. 2,168, F. Sembil, 4th July,

Sandakan 28th June, Timber and Gen.—

M. & Co.

Bourbon, Fr. s.s. 998, Le Bail, 9th July.—

Saigon 7th July, Rice—Man Fat.

Choiung, Ger. s.s. 1,020, J. Brubo, 11th July.—

Bangkok 3rd July, Rice and Timber.—

B. & S.

Devawongse, Ger. s.s. 1,057, F. Rehwald, 11th

July—Bangkok and Swatow 9th July.—

Rice—B. & S.

Errol, Br. s.s. 2,886, L. Jamei, 4th July.—

Salina Cruz 24th May, and Moji 28th July, Coal.—D. & Co., Ltd.

Foobow, Br. s.s. 1,228, Pottiger, 3rd July, Gen.—B. & Co.

Taichu, Br. s.s. 1,228, Pottiger, 3rd July, Gen.—B. & Co.

Taihoku, Br. s.s. 1,228, Pottiger, 3rd July, Gen.—B. & Co.

Taihoku, Br. s.s. 1,228, Pottiger, 3rd July, Gen.—B. & Co.

Taihoku, Br. s.s. 1,228, Pottiger, 3rd July, Gen.—B. & Co.

Taihoku, Br. s.s. 1,228, Pottiger, 3rd July, Gen.—B. & Co.

Taihoku, Br. s.s. 1,228, Pottiger, 3rd July, Gen.—B. & Co.

Taihoku, Br. s.s. 1,228, Pottiger, 3rd July, Gen.—

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIN &amp; CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT LONDON EX- CHANGE QUOTATION RATES ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$100	\$125	\$1,500,000 \$14,500,000 \$85,000,000	\$2,000,434	Final of 1/2 and bonus of 5/- for 1908 @ ex 1/8 = \$16,024	4%	\$105 sellers London £95
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$120,757 \$111,000 \$125,000	none	\$14 for 1907	71%	\$105 sellers
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,500,000 \$105,747 \$118,377 \$2,000,000 \$100,000 \$108,448 \$105,949 \$208,085	Tls. 160,512	Interim of 7/6 for 1908	58%	Tls. 110 buyers
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$2,464,914	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	58%	\$825 sellers	
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$3,000,000 \$354,435 \$199,624 \$1,000,000 \$438,663 \$18,301	17 7,537	\$12 and bonus \$3 for 1907	71%	\$230
China Fire Insurance Company, Limited	0,000	\$100	\$20	\$375,341	\$6 and bonus \$2 for 1907	71%	\$116 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$3,686,711	\$27 for 1907	8%	\$347 buyers	
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$164,538 \$99,067	51,013	\$1 for 1906	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$350,000 \$607,100 \$70,428	...	2/- for year ending 30.6.1908	7%	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$20,270	Final of 1/4 making \$2 for 1908	78%	\$32 buyers	
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. do. (Deferred)	60,000 60,000	£5 £5	£5 £5	£15,344 £10,000 £40,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3, 154	...	566
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	Tls. 75,000 \$280,000 \$100,000	Tls. 14,510 £65,874	Final of Tls. 1/4 making Tls. 31 for 1908 Final of 2/- for 1908 and interim of 1/- @ ex 1/9 1909	71%	Tls. 50 Tls. 53 70% buyers
"Shell" Transport and Trading Company, Limited "Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$10 \$10	\$1,000 \$31,121	...	\$100 for year ending 10.4.1909	4%	\$16
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 81,479 Tls. 44,100 Tls. 8,100 Tls. 7,000 \$27,000 \$26,485	Tls. 2,215	Final of Tls. 1/4 making Tls. 21 for 1908	11%	Tls. 45 buyers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	Dr. 55,858	\$5 for year ending 31.12.08	38%	\$137 buyers	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Dr. 325,833	\$3 for 1897	...	\$15	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 31 for year ending 31.3.08	...	Tls. 215 buyers	
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7%	Tls. 18.20 b.	
Riob Australian Gold Mining Company, Limited	150,000	£1	18/10	£12,289	No. 12 of 1/- = 48 cents	...	58 sellers	
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	Dr. 57,451	\$1.75 for year ending 31.12.06	...	\$12	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	530,102	Final of \$1/2 making \$3 1/2 for 1907	...	\$57 buyers	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$187,278	Final of \$4 making \$8 for 1908	121%	\$66	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 610	Final of Tls. 21 for year ending 31.4.09	61%	Tls. 80-90 sellers [or div.]	
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 602,357	Final of Tls. 6 making Tls. 10 for 1908	64%	Tls. 155 sellers	
Astor House Hotel Company, Limited (Shanghai)	30,000	\$100	\$100	Tls. 50,000	Tls. 10,188	...	...	
Central Stores, Limited	50,188	\$100	\$100	\$100,000	Tls. 1,124	6/- for year ending 29.2.09	58%	Tls. 104 sellers
Hongkong Hotel Company, Limited	8,000	\$100	\$100	\$100,000	Dr. 4,210	\$2 for year ending 30.6.07	...	\$10
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000	Dr. 24,511	\$1.20 on old and 60 cents on first new issue	...	\$18
Humphreys Estate & Finance Company, Limited	150,000	\$100	\$100	\$100,000	Dr. 1,905	Final of \$3 making \$6 for 1908	...	\$10 ex m. b.
Kowloon Land and Building Company, Limited	6,000	\$100	\$100	\$100,000	Dr. 16,475	Final of \$3 1/2 making \$7 for 1908	61%	\$10 b. new \$101.10s
Siau-hai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	none	60 cents for 1908	64%	\$92 buyers	
West Point Building Company, Limited	12,500	\$100	\$100	...	\$1 for 1908	5%	\$30	
<b>COTTON MILLS.</b>								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	68%	Tls. 120 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$100	\$100	\$150,000	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	81%	\$461	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 5 for year ended 31.10.1908	42%	Tls. 134 sellers	
Laon-kung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	50 cents for year ending 31.7.08	6%	\$81 sellers	
Say Chia Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,911	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92 buyers	
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	...	Tls. 4 for year ending 31.10.1908	42%	Tls. 106 b.	
China-Borneo Company, Limited	60,000	\$100	\$100	\$100,000	\$1.20 or 1908	8%	\$131	
China Light and Power Company, Limited	50,000	\$100	\$100	\$100,000	50 cents for year ended 28.2.06	...	\$60	
China Provident Loan & Mortgage Company, Ltd.	125,000	\$100	\$100	\$100,000	80 cents for 1908	84%	\$660 sellers	
Dairy Farm Company, Limited	40,000	5/2	5/2	...	\$1.30 per share for 1907 = 1.037	50%	\$104	
Green Island Cement Company, Limited	400,000	\$100	\$100	\$100,000	\$1.20 or 1908	8%	\$131	
H. Price & Company, Limited	12,000	\$100	\$100	\$100,000	50 cents for year ended 28.2.06	...	\$60	
Hall & Holt, Limited	22,000	\$100	\$100	\$100,000	80 cents for 1908	52%	\$660	
Hongkong Electric Company, Limited	60,000	\$100	\$100	\$100,000	\$1.30 for year ending 31.7.08	52%	\$131	
Hongkong Ice Company, Limited	5,000	\$100	\$100	\$100,000	Final of 50 cents making \$0 cents for 1908	10%	\$100	
Hongkong Kope Manufacturing Company, Ltd.	60,000	\$100	\$100	\$100,000	75 cents for 9 months ending 31.12.07	8%	\$122	
Masschappi tot Mijn, Bosch en Landbouw plooiata in Langkat, Limited	25,000	Ge. 100	Ge. 100	\$100,000	\$2 for year ending 29.2.09	91%	\$23	
Pak Tramways Company, Limited	25,000	\$100	\$100	\$100,000	\$1 and bonus 20 cents for year ending 29.2.09	6%	\$100	
Philippine Company, Limited	50,000	\$100	\$100	\$100,000	\$1.50 per share making \$19 for 1908	121%	\$155 sellers	
Shanghai Gas Company, Limited	75,000	\$100	\$100	\$100,000	Final of \$1 per share making \$2 for 1908	8%	\$155	
Shanghai-Sumatra Tobacco Company, Limited	24,000	Tls. 50	Tls. 50	...	and Quarterly div. of Tls. 1/4 for account 1909	4%	Tls. 1,060 b.	
Shanghai Waterworks Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 100,000	80 cents on fully paid shares and 8 cents on 5% paid shares for year ending 30.4.09	6%	\$14 buyers	
South China Morning Post, Limited	16,350	\$100	\$100	Tls. 24,820	None	3%	\$11	
Steam Laundry Company, Limited	6,000	\$100	\$100	Tls. 25,000	80 cents for year ending 31.5.08	5%	\$12	
Tientsin Waterworks Company, Limited	50,000	\$100	\$100	Tls. 4,000	Tls. 61 for year ending 30.4.07	...	\$13	
Union Waterboat Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 15,295	60 cents for year ending 31.12.08	...	\$13	
United Asbestos Oriental Agency, Limited	50,000	\$100	\$100	Tls. 4,000	80 cents on 9,900 ord. shares and \$19.80 on 100 Founder shares for yr. end. 31.5.07	61%	\$13 sales	
Watson, (A. S.) & Co., Limited	90,000	\$100	\$100	\$100,000	Final of 30 cents for 1908	65%	18.70	
William Powell, Limited	15,000	\$7	\$7	none	Final of 30 cents making 80 cents for the year ended 30th June,			